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"The Man Who Changed the Geography of Rubber." (Peb. 13, 1928.)

(III.) "To the Amazon Jungle the World Looked for Its Rubber supply 20 Years Ago." (Peb. 13, 1928.)

(III.) "A Mound of Salt at Porto Vecchio, Corsica." (Oct. 24, 1927.)

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(III.) "A 14-Foot Man-Eating Shark Provides a Feast for a Malay Crew." (Jan. 9, 1928.)

(III.) "Chairs and Soap in the Raw." (April 25, 1927.)

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(III.) "Chairs and Soap in the Raw." (April 25, 1927.)

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(III.) "God Geronino Was One of the Last of the 'Texas Longhorns' Which Have Been Superseded by More Beefy' Steers." (Jan. 23, 1928.)

(III.) "God Geronino Was One of the Last of the 'Texas Longhorns' Which Have Been Superseded by Gawing Stone for Houses in Bermuda." (April 4, 1927.)

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"The All Sawing Stone for Houses in Bermuda." (April 4, 1927.)

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(III.) "The Poot That Plies the Pump Controls the Crop in Many Parts of China." (April 25, 1927.)

(III.) "Freeing Mandioca of Its Poison." (May 9, 1927.)

(III.) "Harvesting Olives in Greece." (May 9, 1927.)

(III.) "A Bit of Saxony Surviving in Transplvania." (March 7, 1927.)

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(III.) "Mt. Puji, the Inagiration for Many Japanese Artists." (Dec. 5, 1927.)

(III.) "Mt. Puji, the Inagiration for Many Japanese Artists." (Dec. 5, 1927.)

(III.) "A Typical Peasant's Bed in the Vicin.ty of Cherbourg." (Peb. 28, 1927.)

(III.) "Breight Barges and Steamers on the Rhine." (April 11, 1927.)

(III.) "Bringapore, like Canton, Has a Chinese Boat Colony." (March 14, 1927.)

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"Unscrambling Russian Asia's Scrambled Geography." (Nov. 28, 1927.)

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(III.) "The Painteon, a Goal for Tourists in Paris." (March 7, 1927.)

(III.) "The Partheon, a Goal for Tourists in Paris." (March 7, 1927.)

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(III.) "The Hydroplane Reveals an Indian Hut Concealed in the Dense Jungle of the Amason Valley Tropical Porests." (April 11, 1927.)
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(III.) "Indians Inspecting a Hydroplane on a Tributary of the Amason." (April 11, 1927.)
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"British Guiana, Where Kitchen Cooking Dishes Come From." (Jan. 23, 1928.)

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(Ill.) "Selling Chile's National Flower, the Copibue." (Feb. 28, 1927.)

(Ill.) "Selling Chile's National Flower, the Copibue." (Feb. 28, 1927.)

(Ill.) "Map of The Republic of Colombia." (Nov. 28, 1927.)

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(III.) "Rolling a Walrus onto a Rock at Low Tide." (May 16, 1927.)
(III.) "Rosme Citizens of the Antarctic Continent (Penguins)." (Jan. 16, 1928.)
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"Where Men Wear Skirts." (Nov. 21, 1927.)
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"The Azores: Where Flyers Alight and Cables Radiate." (Nov. 7, 1927.)
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"Bermuda Contracts for First Railroad Line." (April 4, 1927.)
"Bermuda Contracts for First Railroad Line." (April 4, 1927.)
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(III). "Sawing Stone for Houses in Bermuda." (April 4, 1927.)
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(III). "Mid Gloves from Corsica, Napoleon's Birthplace." (Dec. 5, 1927.)
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(III.) "Grushing Sugar Cane in a Cuban Mill." (Jan. 30, 1928.)

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Elba: "Elba, Napoleon's Island, Loses Treasures." (Dec. 3, 1927.)

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"Wellington Again Plays Hostess for New Zealand." (April 11, 1927.)

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"Seaplanes To Bring Hobart, Tasmania." (March 7, 1927.)

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"Development Rapid in the 'Cacao Coast' of Africa." (May 2, 1927.)

"Development Rapid in the 'Cacao Coast' of Africa." (May 2, 1927.)

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(III). "A Year-Old Coffee Tree." (Jan. 16, 1928.)

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(III). "Making Corks in Sardinia." (March 14, 1927.)

(III). "Making Corks in Sardinia." (March 14, 1927.)

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(III.) "Two Russian Gypsies of Irkutsk, Siberia." (Nov. 7, 1927.)

(III.) "Two Russian Gypsies of Irkutsk, Siberia." (Nov. 7, 1927.)

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(III.) "Therior of a Department Store in Paris, France." (Feb. 6, 1928.)

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(III.) "The Former Shakespeare Memorial Theater at Stratford." (Jan. 30, 1928.)

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(III.) "Mount Orizaba, 125 Miles Southeast of Mexico City." (March 21, 1927.)
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(III.) "Goician Peasants in Embroidered Leather Jackets." (Nov. 28, 1927.)

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(III) "A Sheath Gown in Caguas (Porto Rico)." (Oct. 17, 1927.)

(III) "A Sheath Gown in Caguas (Porto Rico)." (Oct. 17, 1927.)

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"William the Conqueror, Founder of the English Language Empire." (Oct. 24, 1927.)

"William the Conqueror, Founder of the English Language Empire." (Oct. 24, 1927.)

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(III.) "An Airplane Plying above the Clouds." (Oct. 17, 1927.)
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AN AMERICAN MOGUL ENGINE

A locomotive of this size would attract much attention in France where engines about half as large are in constant use. Geography has played its part in making French railroad equip-ment different from that of America. Heavy grades which American engines must pull are not so prevalent in France. Because the producers are close to markets or sesports they have not needed large freight cars or long trains and consequently France does not order huge locometives (see Bulletin No. 2).

